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LOST-Phi Kappa Psi pin. DR. H. E. GABE,

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et, two gases; two meters; cellar. C. ZIM-MERMAN, 19 South East street. TO LET-Building containing thirty rooms, central location; steam heat and elevator; suitable for European hotel. DYER & RASSMANN, 31 Circle street.

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BER SCHOOL, Clark and Van Buren streets, WANTED-An idea. Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WED-DENBURN & CO., patent attorneys, Washing-D. C., for their \$1,800 prize offer and new list of 1,000 inventions wanted.

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manufacturing that pays 100 per cent.; estab-lished here. C. W. PHILLIPS, 70 Monument

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ANNOUNCEMENTS. ANNOUNCEMENT-Mrs. Curtis, massage treatments. Room 41, third floor, Hendricks bldg.

STORAGE. STORAGE-Indianapolis Warehouse Co., 265-273 S. Penn. st., Pennsylvania tracks. Phone 1343.

TELEPHONE LEGISLATION.

Independent Companies Will Ask for Some Protection.

The Indiana Mutual Telephone Association held its annual meeting yesterday afternoon at the Commercial Club rooms, Forty-nine of the fifty-six companies in the

association were represented.

The chief subject before the meeting was a measure by which the association hopes to put itself on equal terms with the Bell Telephone Company, which at present has a monopoly on the Indiana field. A committee of nine men on legislative matters was appointed. This committee hopes to get an amendment introduced in the antitrust bill now in committee of the Legislature which will protect the independent telephone companies. The amendment is so worded as to make it impossible for the Bell Company, or any other company of the kind, to so discriminate in its rates as to crowd an independent company out of a town where it has been established. By reason of its vast wealth, the Bell people can and do make a rate of almost nothing in some towns where they desire to crush I a rival, and make up the amount lost in some place where they have no competition. If the proposed legislation is secured it will put the association of independent companies on an equality with the Bell Company, Then the association intends to come into Indianapolis and make this city the center of the net-work of lines it expects to put | thousand pounds. Accompanying each noin throughout the State.

mittee will report progre Last year's officers were elected, as tollows: President, E. H. Andress, president of the Lafayette Harrison Telephone Company; vice president, J. L. Stone, Rushville Telephone Company; secretary-treasurer, A. E. Reynolds, Citizens' Telephone Company, of Coumbus. The executive committee was appointed by the chair to consist of the officers of the association and four additional members: A. F. Ramsey, Crawfordsville; C. W. Scott, Lebanon; G. W. Beers, Fort Wayne; J. F. McGregor, Madison.

A committee of five on the revision of the constitution and by-laws will also report at the meeting two weeks hence. The American Electric Telephone Company has an interesting exhibition of telephone appliances at the Commercial Club rooms, in charge of Manager P. C. Burns. The exhibit will remain the rest of the

Order of Lincoln.

At 7:30 to-night at the Propylacum a local branch of the Order of Lincoln will be organized and the officers elected for the year. A represe tative list of citizens is included in the membership. At the completion of the exercises of organization the following programme of addresses and responses will be observed: "Lincoln-the Man of the People," Gov. Jas. A. Mount; "Lincoln-the Humanitar Judge Frank E. Gavin; "Lincoln-the Man-The Real Lincoln," Jesse W. Welk, Greencastle, Ind.; "Lincoin-the Patriotic Statesman," Senator Charles W. Fair-banks; "Lincoin-the Orator and Lawyer," Hon, John W. Kern; "The Humor of Lin-

coln." Harry C. Adams.

J. T. A. IS STILL INTACT

MR. BLANCHARD DENIES REPORTS OF ITS SPEEDY DISSOLUTION.

Decline in the Number of Broken Rails in Cold Weather-Miscelianeous Railway News and Notes.

Commissioner Blanchard, of the Joint Traffic Association, who is at New York, yesterday denied in toto the report from Chicago concerning the disruption of that of the Grand Trunk, the Wabash, the Big Four, the Lake Shore, the Clover Leaf and other lines over the traffic percentages. George J. Gould, in answer to questions about the attitude of the Wabash, said he could not speak authoritatively, and although he had heard of some trouble with the Toledo, St. Louis & Kansas City, or Clover-leaf line, which is in close competition with the Wabash, yet he knew nothing, he said of the report that he had ordered the withdrawal of the Wabash. The traffic officials of the roads running

east from Chicago deny that the association is in any danger of disruption. They admit that the association is in a bad way and that a reorganization, with a curtaliment of the powers of the board of managers, done, and that then the association can last indefinitely. The blame is placed on the board of managers, which, the traffic men say, has refused under any and all conditions to permit of a reduction in rates. The only case in which it has sanctioned lower tariffs was when it authorized the 15-cent rate on corn from Chicago to New York some time ago. The traffic officials almost was a 10-cent rate and that a 15-cent rate would only result in a loss of revenue without increasing the volume of traffic. The outcome has been as the traffic officials of absence. predicted, and nearly all of the grain that is being carried from Chicago to New York is now being transported on a basis of 10 rate by the necessity of protecting their own interests and that they had no choice out to make them. The outcome of the enthe powers of the board of managers to the remains East. such a degree that the roads will have greater latitude in the protection of their own intérests.

Fewer Broken Rails,

Thomas Morris, one of the oldest civil engineers in this section, and who has been on the Big Four for over a quarter of a century, now being assistant chief engineer, says people do not realize how much safer travel is now than twenty or even ten years ago in severe winter weather. Fifteen to twenty years ago, in a season of cold such as that of the last week, an average of eight to ten broken rails per day were reported, and in most cases they would be discovered in season by track walkers to prevent accidents. During the recent cold weather not a single broken rail was reported on the Big Four. Mr. Morris said this was in some measure due to the use of heavier rail; still, the weight in equipment had been increased fully as fast proportionately, and was that much harder on the track. He thought, however, the exemption from accident from broken rails and the little trouble the better class of roads were experiencing in that respect was more due to the improvement of roadbeds, most roads now being well ballasted with broken stone or gravel, and the use of more ties per mile. He said there had been a decided improvement in the quality of the rails. Experience has taught how to manufacture a better rail, which was less brittle. Very seldom is a rail seen that is broken into several pieces, while this was not an uncommon thing ten years ago. The introduction of longer fish-bars, a better make of spikes and many other minor things had conduced to a better standard of track. Still everybody is inclined to credit this improvement almost entirely to the use of heavier rail, while there were other things which had resulted so favorably and made it safe to run trains at the high speed many are now scheduled.

A Prosperous Association. The Railroad Men's Building and Savngs Association elected as officers for the ensuing year D. S. Hill, superintendent of the Lake Erie & Western, president; J. Q. Van Winkle, general superintendent of the the Union Railway Company, secretary; J. E. Pirece, of the Merchants' Dispatch Transportation Company, treasurer, and E. Jacoby, a railroad attorney, as attorney.

The directors are: D. S. Hill, M. W. Mansfield, George Rech, A. Galloway, J. Q. Van published in pamphlet form. Secretary | the Western lines. Cannon, in submitting his ninth annual report, says: "We would respectfully call atention to the following results for the year 896 as compared with 1895: Loans made, \$176,307.87; book deposits, \$186,785.27; paid-up certificates, \$48,200; gross earnings, \$48,725.63; net earnings, \$43,856.78; expenses, \$3,576.86; dividends, \$35,576.89; reserve fund, \$10,570.08; assets, \$570,685.67. Withdrawals—book deposits, \$201,199.95; paid-up certificates, \$72,900. Considering the business conditions of sylvania lines are already agitating the have been much larger. To show how will our association fills its place as a savings | mired by the late president. institution, we call attention to the fact that from the panic of July, 1893, to Jan. 1, 1897, we paid out in withdrawals the sum of \$448,055.55. With the exception of July and August, 1893, and January, 1896, these

withdrawais were paid practically on de-

Scheme to Defraud the Santa Fe. Before United States Commissioner Thompson, at Purcell. I. T., yesterday, A. S. Brown, night bill clerk for the Atchison, Topeka & Santa Fe Railroad Company, at this place; J. M. Rearick, ex-station agent for the same road at Newkirk, O. T., and | family, her name before marriage being D. C. Wilson, grain dealer, of Boiton, Tex., were called to answer a charge of conspiracy to defraud the Atchison Railway and the first case. There are thirty-seven sim- | Western termini of the trunk line, but not ilar cases pending against them. Detectives | east thereof, and it is further understood had been in Purcell several days. Their | that such mileage shall not be exchanged investigation led to arrests and on the ex- or accepted for passage upon extra fast amining trial yesterday it developed that Mr. Rearick would buy grain in Oklahoma and Kansas and ship it to Wilson in Texas, via the Santa Fe road, arrangements having previously been made by them with Brown to change the weight stated in the | first on the St. Louis division. The maway bills. When Rearick shipped the corn he would immediately notify Brown of the number of the car in which the grain was and Brown would change the weight of that car as much as ten thousand to fifteen tice from Rearick to Brown was a check Another meeting will be held two weeks for \$5, which was the compensation refrom yesterday, when the legislative com- ceived by Brown for so changing the weights. Brown was arrested and gave the entire scheme away and sent a telegram to his partners which brought them to Pur-

cell, where they were arrested.

Appreciate Good Service. Col. W. H. Foster, manager of the Wizzard-Shaffer Company, unsolicited, writes E. O. McCormick, passenger traffic manager of the Big Four lines, as follows: "After traveling for twenty-six years, I am moved for the first time in my life to send a line of commendation to a railway official for personal comfort in traveling over his line. I was a passenger on your 12 o'clock noon train from St. Louis to Cincinnati, and was most agreeably surprised to find it the smoothest. swiftest and best all-round day run that I have ever made. The dining-car cuisine, the courtesy of attaches from conductor to brakeman, were exceptional, and command my admiration. I did not have a pass; I bought a ticket and paid \$9 for it, and it was the best \$9 investment I ever made."

Ticket Scalping Condemned.

The general passenger agents of the transportation lines in the territory east of Chicago and St. Louis and north of the Ohio and Potomac rivers who are now in convention in Buffalo, held a mass meeting yesterday. There were present also repre-was alleged in this case. The commission sheriff's sale by C in February, 1873, who, sentatives of the various Chautauqua as-held: "Complainants' open-end envelopes after the expiration of the year of redempsemblies, the Baptist Young People's Union | though made by a different and cheaper | tion, secures a sheriff's deed therefor, and and the Grand Army. The agents passed process than that employed in the manufac- on July 25, 1874, conveyed the same to D. resolutions sustaining and favoring the ture of other open-end or side envelopes. On March 14, 1868 A and his wife execute a measure now before Congress known as the and usually from an inferior grade of deed to E, which deed was treated as a anti-scalping ticket bill. The resolutions re- paper, are nevertheless made, used and mortgage, which, on June 6, 1873 was fore-

has been condemned by the Interstate-compart to the making of reduced rates for vided for merchandise envelopes is not un-state and national convenions; that laws lawful." The complaint was dismissed. similar in character are now in salutary effect in Canada, England and many European countries, and that in the interest of public morals the bill ought to be passed. Copies of the resolutions will be sent to both branches of Congress.

A Desirable Reform.

To the Editor of the Indianapolis Journal: In the Journal of to-day attention is protection to the traveling public from that class of public nuisances known as depot loafers. The law makes it a crime to carry weapons and thereby places the traveler in the power, to some extent, of these abominations. A law to the effect spoken of would be a relief to those station agents, conductors and trainmen who lack moral and physical courage to protect the property deadbeat is microbe of power and distress to decency and health. Get him killed if you can and a grateful generation of drummers will rise up and call you blessed. Indianapolis, Feb. 3. A PILGRIM.

Personal, Local and General Notes. The annual meeting of the Pennsylvania It is stated that the earnings of the Baltimore & Ohio system are increasing at the

rate of \$7,000 a day. and stock yards, is confined to the house with a sprained ankle.

George Sergeant, jr., has been appointed roadmaster of the Erie (Susquehanna division), vice W. A. Van Frank, resigned. may be necessary if the association is to continue, but they think this can be easily

C. E. Schaff, general manager of the Big Four, has gone to Hot Springs for a two weeks' stay to rid himself of rheumatism. John Boynes, superintendent of the passenger car shops of the Pennsylvania at Altoona for thirty-one years, died at Al-

toona on Tuesday. James H. McEvor is to be promoted to chief train dispatcher of the Grand Rapids & Indiana on the retirement of Mr. Frank M. Wilson on Saturday.

William H. Watson, a mechanical and ocomotive engineer of considerable note, is uead. He had been connected with the to a man declared that what was needed | Erie and other New York roads since 1850. Harry Smith, passenger conductor on the Louisville division of the Pennsylvania A visit of Chris Von der Ahe, owner of lines, has so far recovered his health that the St. Louis Ball Club, to this city and a he has resumed his run, after some weeks

the Union Station, states that the receipts | League club in this city. The talk refers | Erie canal to construct and maintain all cents. Some of the officials say they have been literally driven to make the 10-cent rate by the necessity of protecting their

The wife of C. L. Winter, train dispatcher on the Pittsburg, Fort Wayne & Chicago, getting some players for St. Louis, but the matter, in the opinion of the Chicago | died on Monday at Denver, whither she had | found that he could not buy them from officials, is likely to be the shortening of gone for her health. Mr. Winter will bring H. B. Harris, master of transportation of

> & Indiana, has resigned to accept the posision of general manager of the Lake Superior & Ishpeming. J. F. Edwards has been appointed Pacific Mr. Brush was for the purpose of getting coast agent of the St. Lodis & San Fran- him to furnish a part of the money to buy cisco, with headquarters at Los Angeles. Both the freight and passenger business

will be represented by him. General Passenger Agent Fee, of th Northern Pacific, and his confidential secretary were in the city yesterday for a short time. Mr. Fee is now on an Eastern trip, and expects to be absent three weeks. The Atchison road yesterday gave notice that it would make the same rate for the inaugruation ceremonies at Washington as

assenger Committee from all points in The Big Four and the Chesapeake & Ohio | much truth there is in the rumor it is imare making great preparations to handle possible to ascertain until some of those the inauguration travel next month. Indications are that it will require all the pasenger equipment the companies can read- many long conferences that have been held ily command.

have been made by the roads of the Central

The contracts which President Ingalls. of the Chesapeake & Ohio, made for the shipments of coal east from mines on that line include the delivery of 350,000 tons of coal a year for three successive years to the New York, New Haven & Hartford. Engineers Moran and Hotton, on the Big Four lines, who have been running engines on that system for over thirty years, have

been relieved on account of color blindness. The company will probably find some position where perfect eye sight is not re-There is official authority for stating that there is no truth in the report sent from Logansport to the effect that wages were to be reduced 10 to 15 per cent, between Lo-gansport and Bradford Junction. No re-

duction in wages on any Panhandle division The executive committee of the Columbus, Sandusky & Hocking Railway Company has ratified the compromise proposition submitted by the special committee of the Ohio Coal Traffic Association. The action is purely formal, but was needed to bind the Sandusky agreement.

Samuel Buchanan, ex-clerk of Huntington county, was the first agent of the Wabash at Huntington, he beginning service in De-Big Four, vice president; W. T. Cannon, of | cember, 1855. The road was then just completed to Lagro. A year after he was appointed agent at Fort Wayne, with an increase in salary from \$55 to \$65 per month. An impression prevails in higher railroad circles that in the near future the numerous lines in the Pennsylvania system east of Pittsburg will be under one president and those west of Pittsburg under another Winkle, E. Jacoby, J. E. Pierce and W. T. president. In such case James McCrea would undoubtedly be elected president of

M. E. Ingalls, Marvin Hughitt, George M Pullman, Marshall Field, P. D. Armour and C. H. McCormick last evening gave a banquet to the prominent railroad men of Chicago at the Auditorium Hotel. The object of the gathering was to discuss the work of the Young Men's Christian Association in railroad circles.

1896, we regard the above results favorable | erection of a fine monument to the memory to our association. We have every reason of their late president, George B. Roberts. to believe that had the hard times been | The monument will be erected at Kittanon the entire system and one much ad-

The vestibule trains run between Chicago and Cincinanti over the Cincinnati, Hamilton & Dayton and the Monon are in the shops undergoing general repairs for the spring and summer service. some of the new day coaches of the roads are in use to make up the day trains, and also new parlor and dining cars. In connection with comments regarding

the election of Frank Thomson to the position of president of the Pennsylvania lines it is stated that the late Thomas A. Hendricks studied law with Judge Thomson, father of Mr. Frank Thomson, and that Mrs. T. A. Hendricks is a relative of this

sued by the Central Passenger Committee limited trains.

George Kittredge, chief engineer of the Big Four lines, is making a chemical analysis of a material called chatt with a view of using it for ballast. It will be tried terial is a product of the lead mines of Missouri left after the ore has been crushed and the lead separated by gravity from the total bulk of the material.

George T. Gunnip, general agent of the

sleeping cars from Chicago, one from St. Louis and one from Kansas City, and it never leaves Kansas City with fewer than one hundred through passengers. Of late a third sleeping car has been required to accommodate the Chicago business. A Boston paper, speaking of the rapid dethat when President Ingalls took charge or the C & O., in 1888, the gross earnings of the road were somewhere about \$4,000,600 per year, and he then said if he could get them up to \$6,000,000 in four years he would sire and more, as the earnings are now

Interstate-commerce Commission vesterday, in an opinion by Commissioner

cite that the business of ticket scalping | shipped like merchandise envelopes and not not like paper bags, which defendants merce Commission as provocative of crime; | place in a lower class. The rating of comthat its practice constitutes the greatest | plainants' envelopes in the higher class pro-

The directors of the Pennsylvania Company, the Western ally of the Pennsylvania Railroad Company, and the directors of the Panhandle road met in Philadelphia yesterday to fill the vacancies caused by the death of Mr. Roberts. In each case Frank Thomson was chosen president. The va-cancy in the board of the Pennsylvania Company was filled by the election of C. Stuart Patterson, and the vacancy in the called to the necessity of some method of Panhandle board was filled by the election of N. Parker Shortridge.

Notwithstanding the falling off in earnings with a majority of the railways, the Toledo, St. Louis & Kansas City continues to show increased earnings from week to week. The earnings for the week ending Jan. 31, 1897, were \$51,133.94; for the same period in 1896, \$46,966.76; an increase of \$4. 167.18; for the month ending Jan. 31, 1897, \$172,442.56; for the same period in 1896, \$155,nd business intrusted to them. The depot | 534.92; an increase of \$16,907.64; from July 1 to Jan. 1, 1897, \$1,373,169.34; for the same period of 1896, \$1,191,973.25, an increase of

Night before last, at Arlington, on the Cincinnati, Hamilton & Dayton, one of the heavy freight engines left the track for some cause and several cars followed, blockading the track for several hours, and the Railroad Company will be held in Philadel- through trains of the Cincinnati, Hamilton & Dayton during the forenoon yesterday run via Cambridge City, over the Panhandle. Strange to say, the cars and engine were pulled back onto the track, and not one dollar's worth of damage resulted, not Traffic Manager Graybill, of the Belt road | even a pin or coupling breaking, the engine hauling its own train into Indianapolis after being placed on the track.

MORE BASEBALL RUMORS

CONFERENCE OF BRUSH AND VON DER AHE STARTS THEM.

Mr. Brush Refuses to Talk of Any Deal That Is on Hand-Western League Umpires.

long conference with John T. Brush has Daniel Donough, general ticket agent at revived the talk of having a National Cleveland without buying the whole club. which he did not feel able to do unless he the northern division of the Grand Rapids | could transfer the franchise to some other city. It is here that Indianapolis comes in. The report has it that the conference with the Cleveland club and then take part of the players and the franchise and put a about it. Mr. Von der Ahe left for St. Louis yesterday.

All winter there has been considerable talk about having a League club here this year. First the deal was with Louisville, and now, since the public announcement that the Cleveland club cannot support itself without Sunday ball, which cannot be played in Cleveland, the rumor connects the club of that city with this. Just how who know what they are doing feel that they can talk and tell something about the in Cleveland and the one in this city. Mr. Brush was asked again last night if he had anything to say in regard to the | Cook; on notes. On trial by court. meeting yesterday. In reply he said: "That is a matter for Mr. Von der Ahe and Mr. Robison to talk about when they get ready, as they are the men directly concerned. The important facts in the matter are simply that Cleveland has a magnificent ball team, and a town that does not appreciate baseball at all, while St. Louis is a town that appreciates baseball probably more than any other, yet has a very poor team. It would be a good thing for both cities if the teams could be reversed.

In regard to the reported Holliday-Connor trade by St. Louis and Cincinnati Mr. Brush said: "This is merely the stereotyped report that is sent out from St. Louis every Thursday and Monday, with the names changed. There is absolutely noth-

Western League Umpires. President Ban Johnson, of the Western League, has announced his staff of umpires for the season of 1897. Out of nearly a hunfred applications he has selected: H. G. Ebright, of Napierville, Ill.; Frank March, of Minneapolis; John Haskell, of Omaha, Neb., and Al Mannassau, of Port Huron,

IN THE COURTS.

Helping His Friend to Provisions. William Smith was fined and sentenced to the workhouse for ninety days and Parker Smith was sentenced for sixty days, for petit larceny, in Police Court yesterday morning. William Smith has been employed at James Robinson's grocery, 198 North Senate avenue, for some time, and it has been his habit to fill a basket with food for Parker Smith when he opened the store in the morning. Detective McGuff was at the store yesterday morning, and when the theft was committed both men were ar-

Royster Hindered the Police. Moses Royster, of West Indianapolis, was fined \$5 and costs yesterday morning in Magistrate Lockman's court for assault and Indianapolis. Royster was near Ross's gambling house in the suburb Saturday when a raid was made and he threw a bowlder at the policeman.

A Three-Cornered Fight. Roy Evans, Frank Blake and Charles Ferguson, three young men living in the west part of the city, were arrested yesterday afternoon on charges of assault and battery. The men had a three-cornered fight on West Washington street. All of them were badly bruised, but none was

hurt seriously.

Rahke Heard of the Warrant. Gus Rahke was fined \$5 and costs by Magistrate Lockman yesterday for visiting The joint traffic managers have decided a gambling house. Rahke pleaded guilty that interchangeable 5,000-mile tickets is- and did not wait for a constable to arrest him when he heard that a warrant was out were allowed ball in the sum of \$1,500 in | may be accepted for passage to and from | for his arrest, but called on Lockman this morning and gave himself up.

THE COURT RECORD.

Supreme Court. 18125. Reynolds vs. State of Indiana Howard C. C. Affirmed. Monks, J.-1. Where the opening statement of the prosecuting attorney anticipated a defense of alibi the defendant has no right to complain, as it advised him in advance of the evidence the State intends to give in rebuttal or by cross-examination of his witnesses. 2. The scope of an opening state-The annual stat ment of the Burlington | ment, in which the State anticipates the road was issued yesterday. The total freight | defense, rests largely in the discretion of earnings for 189; were \$22,423,210, an in- the trial court, and the same will not be crease of \$81,158. The total gross earnings reversed unless the discretion has been of the road from all sources were \$34,176,456, abused. 3. In a prosecution for robbery an increase of \$518,185; the total operating | is not error to refuse to permit the defend expenses and charges were \$21,137,800, an in- ant to prove that he was the owner of real crease of \$141. 6. The total expenses and estate of the value of \$800 for the purpose charges for the year were \$31,695,837, leaving of showing there was no motive for the net earnings 2,480,656, an increase of \$292,- | crime, for proof of a motive is not indis pensable to a conviction of crime. 4 A judgment will not be reversed where all the matters of law involved in the case were passenger department of the Santa Fe, is in the city. He states that their fast | not covered by the instructions given, the limited train to California is now doing a remedy in such case is to ask an instruction covering the omitted legal proposition fine business. The train consists of two and in case of refusal, to reserve an ex ception. 5. An instruction that if the jury is convinced by the evidence beyond a reasonable doubt that the defendant is guilty is not erroneous. 6. Where the meaning of an instruction is that when a defendant's guilt is established by circumstantial evidence it is the same as if it were estabvelopment of the Chesapeake & Ohio, says | lished by direct evidence, the instruction is not erroneous. 7. Affidavits filed in support of a cause for a new trial can only be brought in the record by bill of exceptions. 18047. Pruitt vs. Farber. Clinton C. C. Affirmed. Jordan, C. J.-It must affirmabe satisfied. He has accomplished his de- tively appear from the record that the longhand manuscript of the evidence was filed over the \$10,000,000 mark and bid fair to still in the clerk's office before it was infurther improve under the present policy of porated into the bill of exceptions before the evidence will be in the record. 17895. Breedlove vs. Austin. Harrison C Reversed. Howard, J.-March 17, 1870 Prouty, announced its decision of the case A executes a mortgage upon his land, his Wolf Brothers against the Allegheny wife not joining. B, the holder of the mort-Valley Ralfroad Company and others. Un- gage, on Dec. 27, 1872, secures a decree of just classification of complainants' envelopes | foreclosure. The land was purchased at

Which would you rather trust? An old, true friend of twenty years, or a stranger? You may have little health left. Will you risk it with a stranger? If you have a cough, are losing flesh, if weak and pale, if consumption stares you in the face, lean on Scott's Emulsion. It has been a friend to thousands for more than twenty years. They trust it and you can trust it.

Let us send you a book telling you all about it. Free for the asking.

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closed, and under the decree of foreclosure the land was sold on July 26, 1873, and E became the purchaser; neither A nor his wife redeemed from said sale, but within the year of redemption the land was re-deemed by D; afterwards, by means of conveyances, the title becomes vested in F who is the present owner. A died in 1892, after which his widow brings suit for partition under Section 2652 R. S., 1894. Held that the foreclosure of the mortgage to E and the sale thereunder divested A and his wife of their rights in the land and that D had the right to redeem from said sale and that the widow has no interest in the

Appellate Court. 2011. Board of Commissioners vs. Water Company. Allen C. C. Reversed. Com-stock, C. J.-1. Where a way is laid across an existing highway and a bridge is necessary for the continued use of the highway the party locating the latter is bound to build and maintain the bridge; but if the highway is located across an existing way of any kind the public must maintain the bridge. 2. Under the acts of 1846 and 1847 of the General Assembly the duty was imposed upon the trustees of the Wabash and bridges where public highways crossed the canal. Held that the purchaser of the canal and his grantee took the propert

Ahe went to Cleveland for the purpose of | with the burdens imposed upon the trus-E. &. W. R. R. Co. vs. Walderf. St Joseph C. C. Affirmed. Robinson, J.-1 A construction on a former appeal of language used in an instrument is the law of the case. 2. When a person is injured by the construction of a railroad across lands which he is entitled to the use of for a certain time he may recover on one suit all damages that flow from the wrongful act, and if the act done is necessarily injurious and is of a permanent nature the party injured may at once recover his damages for the whole injury. 3. Where a witness has already detailed to the jury League club in this city. Neither of the all the knowledge he has on the subject, it men concerned in the conference would talk is not erroneous for the court to refuse to allow him to testify as an expert. 4. When a witness is asked to give a conversation had at some time previous with another person he must give the conversation as fi occurred or the substance of it, and it is for the jury and court to determine what the parties intended.

Superior Court. Room 1-John L. McMaster, Judge. Thos. Rock vs. Julia Woods; mechanic's lien. Consolidated with cause No. 47973, B D. Brooks vs. Julia M. Woods; mechanie's lien. Judgment for B. D. Brooks vs. plaintiff for \$61.82. Finding and judgment for plaintiff Rock for \$25. Wm. C. Brenson vs. Nellie Cook, C. E. Room 2-Lawson M. Harvey, Judge. Theresa Wilhelm and Elizabeth Steeb vs. Horace Henn and Francis Henn; injunction

Criminal Court.

and damages. Demand, \$3,000. On trail by

Frank McCray, Judge. The State of Indaina vs. Adolph Noble cruelty to children. Defendant filed motion to dismiss the appeal from the city court Motion sustained. Cause certified back to the lower court. The State of Indiana vs. Nelson Wells; selling liquor on Sunday. Plea of not guilty. Tred by the court.

New Suits Filed. Charles L. Palmer vs. Carrie Palmer; divorce. Room 2. Elizabeth Woods vs. Andrew C. Johnson et al.; foreclosure. Room 1. Joseph H. Pattison, guardian, vs. Emma Rathsonn et al.; foreclosure. Room 3. Nora C. Collett vs. John A. Collett; divorce. Room 3.

Pensions for Veterans. Certificates have been issued to the fol-

lowing-named Indianians: Original-Peter Tansey, National Military Home; Jacob Miller, Huntington; Richard Coble, Lockport; Neil J. McDougall, Clinton; William Adams, Elwood; Daniel Callahan, National Military Home; Martin Pickert, Crown Point; Nathan Lester, Evansville.

Additional - George L. Janney, Gaston; Thomas A. Fitzgerald, Valley Mills. Increase - Anderson Bolin, Cannelton Jonathan Hines, Pike's Peak; Stephen G. Conrad, Metea; John Fausset, Fortsville; Edward H. Creal, Burnett; Philander W. Halliday, South Bend. Reissue-James R. Brush, Lapland; David V. Leak, Lizton; Thaddeus W. O. Braffet, Richmond: John Dixon, Hagerstown. Original Widows, etc.-Harriet F. Thomp-Radnor; minor of Abram McHone, Good-By; Emma Larimore, Lucerne.

Blood is life and upon the purity and vitality of the blood depends the health of the whole system. Experience proves ordinarily prosperous, our growth would ning Point, one of the most attractive spots | battery on Patrolman Buchanan, of West | Hood's Sarsaparilla to be the best blood Hood's Pills act easily and promptly on the liver and bowels. Cure sick headache.

> RHEUMA Sciatica, weak backs, pain-ful kidneys, uterine pains, sore lungs, relieved quick as an electric flash by Collins' Voltaic Electric Plasters.

Washington, D. C.

\$16 Round Trip \$16

Tickets sold March 1, 2, 3. THREE (3) DAILY TRAINS. 5:50 a. m. 2:45 p. m. 7:55 p. m.

GEO. E. ROCKWELL, D. P. A. E. A. FORD, G. P. A.

VANDALIA LINE. The Short Line for ST. LOUIS and THE WEST. Leave Indianapolis Daily-8:15 a. m., 12:40 noon, 7 p. m., 11:20 p. m. Arrive St. Louis Union Station-2.55 p. m., 7:32 p. m., 1:44 a. m., 7 a. m. Parlor car on 12:40 noon train daily and local sleeper on 11:20 p. m. train daily for Evansville, open to receive passengers at

E. A. FORD, General Passenger Agent. STEAMERS. •••••

Ticket offices, No. 48 West Washington

street, No. 46 Jackson place and Union Sta-

The Gems of the Tropics The new full-powered steel steamers of the Ward Line sail as follower Havana. Cube, and Tampico. Mexico, every Wednesday and Saturday. Pro-greso, Vera Cruz and Mexican Ports every Saturday. Nassiu, N. P., Santiago Steamers have electric lights and bells, & I improvements, with an unexcelled cuisine. Nassau has the best hotel in the West Indies, and cable communication with the United States. excursion tickets, \$60 and upwards. Beautiful descriptive wooks FREE. James E. Ward & Co.

113 Wall St., New York.

COPY OF STATEMENT OF THE CONDITION

Orient Insurance Company

On the 31st day of December, 1896. It is located at No. 5 Haynes (corner Pearl) street, Hartford, Conn. CHARLES B. WHITING, President. JAMES U. TAINTOR, Secretary.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Bonds and stocks owned by the company, bearing interest at the rate of -Cash on hand and in bank..... 129,081.01 Interest accrued. 14,389.42
Loans on mortgages, first liens. 228,119.66
Loans secured by pledge of stocks and bonds. 1.750.00 Total assets...... \$2.215,470.92 LIABILITIES. Losses adjusted and due, losses adjusted and not due, losses unadjusted \$169,280.37 Amount necessary to reinsure outstanding risks 984,025.18 Total liabilities...... \$1,153,305.55

COPY OF STATEMENT OF THE CONDITION

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the 31st day of

December, 1896, as shown by the original statement, and that the said original statement is now on

In testimony whereof, I hereunto subscribe my name and affix my official seal, this th day of January, 1897.

A. C. DAILY, Auditor of State.

OF THE Northwestern Mutual Life Insurance Company

The greatest amount in any one risk, \$10,000.

State of Indiana, Office of Auditor of State

On the 31st Day of December, 1896. It is located at corner Broadway and Michigan streets, in Milwaukee, Wis. H. L. PALMER, President. J. W. SKINNER, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

State, county, city and town bonds, market value...... 12.393,020.96 Total assets......\$92,633,603.74 LIABILITIES. Present value of not due installments..... Dividends due and on deferred premiums not due, etc. (estimated)..... Unpaid accounts not presented, etc..... 49.349.03 Losses and endowments unadjusted, etc..... Reserve required by law (actuaries 4 per cent.)...... 72,531,179.00 Reserve for annuities..... *Fifty per cent. deducted on new premiums and 6 per cent, on renewal premiums,

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the 31st day of December, 1896, as shown by the original statement, and that the said original statement is now on file in this office. In testimony whereof, I hereunto subscribe my name and affix my official seal, this 29th day of January, 1897.

A. C. DALY, Auditor of State.

The greatest amount in any one risk, exclusive of dividend additions, \$75,000.

COPY OF STATEMENT OF THE CONDITION OF THE UNITED STATES BRANCH OF THE

SYEA FIRE AND LIFE INSURANCE CO., Limited

On the 31st day of December, 1896. It is located at Hartford, Conn. WEED & KENNEDY, U. S. Managers, 29 and 31 Liberty street, New York city. Home Office: Gothenburg, Sweden.

THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... Bonds and stocks owned by the company, bearing interest at the rate of per cent., as per schedule filed, market value Debts for premiums..... Interest due and accrued..... Total assets...... \$413,721.07 LIABILITIES. Less reinsurance thereon...... 2,057.20

Total liabilities..... The greatest amount in any one risk, \$15,000. State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the 31st day of December, 1896, as shown by the original statement, and that the said original statement is now on

Losses in suspense, waiting for further proof......

In testimony whereof, I hereunto subscribe my name and affix my official seal, this 29th day of January, 1897.

A. C. DAILY, Auditor of State. COPY OF STATEMENT OF THE CONDITION

OF THE UNITED STATES BRANCH OF THE Helvetia Swiss Fire Insurance Co'y

On the 31st Day of December, 1896.

It is located at Nos. 29 and 31 Liberty street, New York, N. Y. WEED & KENNEDY, U. S. Managers, 29 and 31 Liberty street, New York city. Home Office: Saint Gall, Switzerland.

THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS: Bonds owned by the company, bearing interest at the rate of - per cent., secured as follows: S. bonds, market value..... State, county and municipal bonds, market value.... Railroad stocks and bonds, market value..... 56,650,00 Interest due and accrued on bonds not included in "market value"..... 3,087,50 61,422.65Total assets..... \$.22,885.11 LIABILITIES. Losses unadjusted...... \$19,305.00 Losses in suspense, waiting for further proof 18,725,43

correct copy of the statement of the condition of the above mentioned company, on the 31st day of 1836, as shown by the original statement, and that the said original statement is now on file in this office In testimony whereof, I hereunto subscribe my name and affix my official seal, this th day of January, 1897.

A. C. DAILY, Auditor of State. 29th day of January, 1897

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a

COPY OF STATEMENT OF THE CONDITION GIRARD FIRE AND MARINE INSURANCE COM'Y

On the 31st day of December, 1896. It is located at No. 633 Chestnut street, Philadelphia,

The greatest amount in any one risk, \$50,000.

State of Indiana, Office of Auditor of State:

EDWIN F. MERRILL, Secretary. ALFRED S. GILLETT, President. The amount of its capital paid up is...... 300,000 THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Real estate unincumbered Bonds and stocks owned by the company, bearing interest at the rate of per cent, as per schedule filed, market value Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.... Debts otherwise secured..... 18,136,61 Debts for premiums..... 114,526.21 All other securities..... LIABILITIES. Losses unadjusted..... Losses in suspense, waiting for further proof

Total Habilitles..... The greatest amount in any one risk, \$10,000. State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the 31st day of December, 1836, as shown by the original statement, and that the said original statement is now on file in this office.

and Cienfuegos, every other Thursday. These tours SUNDAY JOURNAL

All other claims against the company.....

Amount necessary to reinsure outstanding risks......

By Mail, to Any Address,

960,308,36

\$2 PER ANNUM

In testimony whereof. I hereunto subscribe my name and affix my official seal, this